

REMARKS

The indication of the allowability of Claims 2-5 and 7 is noted with appreciation. In view of the foregoing rewriting of Claims 2 and 3, as well as Claim 7, into independent form so as to include the subject matter of Claim 1, those claims along with Claims 4, 5, 7 and newly added Claims 12-16 should stand allowed without further comment.

Applications have addressed both the objection to the disclosure and the issues raised under 35 U.S.C. § 112, paragraph 2. Accordingly, reconsideration is requested. To the extent any other formality issues are deemed to be present, the undersigned requests the Examiner to initiate a telephone call to him in an effort to expedite prosecution.

The rejection of Claim 1 as being anticipated by Vincze under 35 U.S.C. § 102(b) is respectfully traversed although now moot as is the rejection of Claim 6 on so-called admitted prior art.

With regard to Claim 6, Applicants were the one to discover and verify the subject matter of Claim 6 as pointed out at page 15, lines 11-24 of their Specification.

Although all the claims should now be allowable, Applicants wish to one again point out that their invention ensures smooth sliding while preventing leakage of fluid fuel such as gasoline. Because such fluid fuel has very low viscosity, leakage of the fuel can take place from the compressor to the low pressure driving source through a clearance between the bore and the plunger is large enough. A flow rate of the fuel decreases as a result of fuel leakage from the compressor. In the past, the common countermeasure was to make the clearance gap small throughout the clearance, but this was found to result in a tendency to displace the axis because of a cylindrical groove such that the plunger could generate galling. The now-claimed relationship set forth in amended Claim 1 sets the clearance gap of a portion between the compressor and the cylindrical groove where the fluid fuel flows to a small gap. The clearance at the driving source side where the fuel does not flow permits the clearance gap to be made larger than the first-mentioned clearance group other. As a result, the plunger and the bore do not contact each other with a high surface pressure even if the displacement of the axis occurs. Applicants discovered that a portion whose clearance gap should be made small and a portion whose clearance gap may be made relatively larger to provide a desired balance preventing fuel leakage and providing smooth sliding.

With respect to the relationship set forth in Claim 4, that relationship can also be set forth as $L_a/G_a \leq + W + L_{bc}/G_c$. In other words, even if a ratio of L_a/G_a becomes smaller than a ratio of $(L_a + W + L_{bc})/G_c$, the upper portion 63 and the lower portion 64 in Fig. 6 contact when the plunger inclines. Consequently, even if the lateral load is applied towards the plunger, the surface pressure would not become excessively large. Using Figs. 7-9 of the Vincze patent, the relationship among clearances comparable to G_a , G_b and G_c appears to be just the opposite of the claimed relationship on the present application.

Accordingly, early and favorable action is now earnestly solicited.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

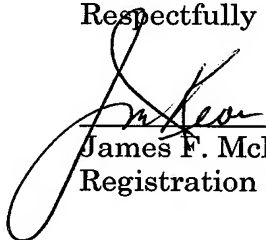
If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and

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please charge any deficiency in fees or credit any overpayments to Deposit
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Respectfully submitted,



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